

PROJECT 10073 RECORD CARD

1. DATE <u>2 May 59</u>		2. LOCATION <u>Boston Air Defense Sector</u> <u>Pease AFB, N.H.</u>		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input checked="" type="checkbox"/> Other <u>false targets</u> <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
3. DATE-TIME GROUP Local _____ GMT <u>03/0023-0046Z</u>		4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar			
5. PHOTOS <input type="checkbox"/> Yes <input type="checkbox"/> No		6. SOURCE <u>Military</u>			
7. LENGTH OF OBSERVATION <u>not given</u>		8. NUMBER OF OBJECTS <u>18</u>		9. COURSE <u>varied</u>	
10. BRIEF SUMMARY OF SIGHTING 5 tracks appeared on radar, speeds 200-400 knots, alts 7-18 thousand ft w/majority around 10,000ft. Immediately thereafter within 60 mi E of Boston, more tracks appeared. A total of 18 tracks was involved. Highest alt 36,000ft. Some targets approached the coast, then reversed course & headed out bound. Other targets approached coast, faded & were extrapolated inland.				11. COMMENTS The 14 unidentified tracks referred to in rpt show all indications of being false targets. While the rpt states that ducting was not possible, the fact REMAINS that many radars do show unexplained returns which must be due to some type of peculiar transmission characteristics.	

[REDACTED]

AIR TECHNICAL INTELLIGENCE CENTER
UNITED STATES AIR FORCE
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

REPLY TO
ATTN OF: AFCIN-4Ehg

10 June 1959

SUBJECT: Unusual Radar Sighting

TO: AFCIN-4E1

1. The attached correspondence, subject same as above, dated 5 June 1959, is forwarded to your division for possible analysis and/or comment.

2. If unable to provide an answer in time to allow the 17 June 1959 suspense to be met, notify Major Friend of AFCIN-4Ehg by telephone, extension 6-9216.

Vincent C. Rethman
VINCENT C. RETHMAN
Colonel, USAF
AFCIN-4E1

1 Atch:
Ltr, dtd 5 June 59, Subj:
Unusual Radar Sighting
w/1 Atch

When inclosure(s) 1 is (are) withdrawn or not
attached, the classification of Secret on this
Letter will be canceled (or changed to
AFR 203-1) in accordance with Par 3.7 H

Classification Canceled

Page 1 of 1 Pages

By 1 of 4 [initials]



HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

TELE: MELROSE 2-5511
EXT:

IN REPLY REFER TO
OFFICE SYMBOL:

REPLY TO
ATTN OF: ADODI-B

SUBJECT: Unusual Radar Sighting (U)

5 JUN 1959

TO: ATIC, Wright-Patterson AFB, Ohio

The attached message, received by this Headquarters from 26th Air Division (SAGE), is forwarded for your information and necessary action. The delay in forwarding this information was necessitated by an inquiry to Headquarters USAF for an interpretation regarding the reporting to ATIC unknowns originating in the air defense system. This problem is presently being coordinated at this Headquarters and you will be advised of the results as well as any expected increase in reports that may be forwarded from this Command.

FOR THE COMMANDER:

Douglas W. Eisman
DOUGLASS W. EISEMAN
Colonel, USAF
Director of Intelligence

1 Atch
1 cy Msg fm 26th AD,
Unknown Incident, 3
May 59

1 Atch is
uncl

Handwritten notes and signatures in the bottom right corner, including "1 Atch is" and "uncl".

TRAIN and RETAIN

OO RJEDNB RJWFAL
DE RJEZSN 54
P 05165Z
FM COMDR 26TH NORAD DIVISION
TO RJEDNB/COMDR EASTERN NORAD REGION
INFO RJWFAL/COMDR ADC
RJWFAL: COMDR CINCNORAD
RJEDNB/COMDR EADF
BS

/ [REDACTED] /OCO 4-188, SUBJECT IS UNKNOWN INCIDENT 0023-0046Z 3 MAY 1959. PAR A: APPROX 0023Z, FIVE PENDING TRACKS APPEARED, NO FLIGHT PLANS WERE AVAILABLE. TRACKS WERE CLOSE TO PEASE AFB IN BOSTON AIR DEFENSE SECTOR AND WITHIN THE AIR DEFENSE IDENTIFICATION ZONE. SPEEDS WERE 200-400 KNOTS, ALTITUDES FROM 7-18, 000 FEET WITH MAJORITY AROUND 10 THOUSAND FEET. IMMEDIATELY THEREAFTER, WITHIN 60 MILES EAST OF BOSTON, MORE TRACKS APPEARED. TEN ADDITIONAL AIRCRAFT WERE BROUGHT UP TO 5 MINUTE ALERT, 4 AT STEWART, 2 AT WESTOVER AND 4 AT OTIS. FOUR AIRCRAFT WERE AIRBORNE AND TWO MORE WERE IN TURN-AROUND. PAR B: A TOTAL OF 18 TRACKS WERE INVOLVED. HIGHEST ALTITUDE 36,000 FEET. FOUR TRACKS WERE LATER

PAGE TWO RJEZSN 54
IDENTIFIED; TWO BY SCRAMBLE AT 0116Z AS NAVY AIRCRAFT; ONE AS A BOEING 707 AT 0101Z AND ONE RC-121 AT 0029Z BY REVISED FLIGHT PLAN. SIX SCRAMBLES PLUS TWO DIVERTS WERE MADE AGAINST EIGHT OF THE TARGETS BUT ALL FADED PRIOR TO INTERCEPT. THE REMAINING SIX FADED AND WERE SCRUBBED AFTER LOSING RADAR DATA BETWEEN 0023-0044Z. PAR C: ALL RADARS IN BOSTON SECTOR WERE CHECKED AND THE COMPUTER WAS CHECKED BY IBM. SECTOR IDENTIFICATION OFFICER CHECKED WITH NEW YORK AND BOSTON AIR MOVEMENTS IDENTIFICATION SECTION FOR POSSIBLE MAJOR AIR MOVEMENT. EASTERN NORAD REGION WAS ALSO CHECKED WITH NEGATIVE RESULTS BEING REPORTED. RADAR AND FST-2 AT SITE P-10 AND OTHER SITES WERE CHECKED AND FOUND TO BE IN ORIENTATION. PERMANENT ECHO CHECKS WERE ALSO MADE AND SETS WERE FOUND TO BE TRACKS. TRACKING MERIT WAS GOOD ON ALL TRACKS AND SHOWED GOOD DATA UNTIL REACHING LAND, OR UNTIL LEAVING THE BOSTON SECTOR. SOME TARGETS APPROACHED THE COAST, THEN REVERSED COURSE AND HEADED OUTBOUND. OTHER TARGETS APPROACHED COAST, FADED AND WERE EXTRAPOLATED INLAND. ALL TRACKS WERE CHECKED FOR MULTIPLE PICKUP FROM P-10, P-13 AND TEXAS TOWER II. THESE STATIONS TRACKED THE TARGETS SIMULTANEOUSLY AND SEPARATELY DURING THE PERIODS, INCLUDING SITE P-10B. BOSTON AIR DEFENSE SECTOR CHECKED WITH RADAR MAPPING PERSONNEL AT

Handwritten notes:
7017 (100)
20-25 Jan 1959

UNCLASSIFIED

PAGE THREE RJEZSN 54

ABOVE SITES FOR VERIFICATION. ALL VERIFIED BLIPS AT THE POSITIONS ABOVE CONFIRMED THE DIRECTIONS. PAR E: THERE IS NO APPARENT REASON FOR THE UNKNOWN TRACKS. ALL EQUIPMENT WAS FUNCTIONING NORMALLY. AIR DEFENSE ARTILLERY STATED THAT THEIR RADAR ALSO PICKED UP AND TRACKED 6 OF THESE TARGETS THROUGH THE AREA. HEIGHT READINGS WERE ALSO TAKEN ON THE TARGETS. EVERYTHING POSSIBLE WAS ACCOMPLISHED TO CHECK AND VERIFY INPUTS. ALL AVAILABLE AIRCRAFT WERE SCRAMBLED, INCLUDING SOME FROM ADJACENT SECTORS. THERE WAS NO AIRCRAFT CARRIER ACTIVITY DURING THE TIME IN QUESTION. PAR F: WX AT THE TIME WAS: SCATTERED CLOUDS BETWEEN 8 AND 10 THOUSAND FEET. NANTUCKET SOUNDING AT 03/0001Z INDICATED THE CHANGE IN REFRACTIVE INDEX WEA ONLY 7 BETWEEN SURFACE AND 1000 FEET. NO DUCTING POSSIBLE.

BT

05/1715Z MAY RJEZSN

NNNN

AC-PARAPHRASE NOT REQUIRED EXCEPT PRIOR TO CATEGORY B ENCRYPTION-
PHYSICALLY REMOVE ALL INTERNAL REFERENCES BY DATE-TIME GROUP PRIOR
TO DECLASSIFICATION-NO UNCLASSIFIED REFERENCE IF DATE-TIME GROUP
IS QUOTED

Cypt

UNCLASSIFIED

Ltr, AFCIN-4E4g, 10 Jun 59, Unusual Radar Sighting

1st Ind (AFCIN-4E1a/V. D. Bryant/74201/Jc)

16 Jun 59

AFIC, Wright-Patterson AFB, Ohio

TO: AFCIN-4E4g

The 14 unidentified tracks referred to in this report show all indications of being false targets - reversing their course and finally disappearing from the screen. The fact that no scrambled aircraft contacted any target can be taken as assurance that the targets were false. Likewise, the fact that several radars picked up the same "targets" is no assurance that the targets were real. While the report says ducting was not possible, the fact remains that many radars do show unexplained returns which must be due to some type of peculiar transmission characteristics.

R. L. James
GORDON C. HOFFMAN
Colonel, USAF
AFCIN-4E1

1 Atch.
n/c

If in-house, *2-1* is withdrawn (no
not all of the classification of the
response will be downgraded to *Secret* in
accordance with paragraph 3.4. AF 2205.1.

Page 1 of 1 Pages
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JOINT MESSAGEFORM				SECURITY CLASSIFICATION <div style="background-color: black; width: 100px; height: 20px; margin: 0 auto;"></div>	
SPACE BELOW RESERVED FOR COMMUNICATION CENTER					
<div style="float: left; width: 150px; text-align: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 80px; height: 80px; line-height: 80px; margin: 0 auto;">AC</div> </div> <div style="float: right; width: 100px; text-align: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 80px; height: 80px; line-height: 80px; margin: 0 auto;">11X</div> </div> <div style="clear: both;"></div> <p>PARAPHRASE NOT REQUIRED EXCEPT PRIOR TO CATEGORY B ENCRYPTION—PHYSICALLY REMOVE ALL INTERNAL REFERENCES BY DATE-TIME GROUP PRIOR TO DECLASSIFICATION—NO UNCLASSIFIED REFERENCE IF THE DATE-TIME GROUP IS QUOTED</p>					
PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO
ACTION	ROUTINE	BOOK	MULTI	X	AF
INFO					000 4-188
FROM:					CLASSIFICATION OF REFERENCE
ATIC, W-P AFB, OHIO					SECRET
TO:					SPECIAL INSTRUCTIONS
HQS, ADC, ENT AFB, COLORADO SPRINGS, COLO. - <i>RONFAL</i>					<div style="text-align: center;"> <i>RONFAL</i> ENCODED Initials <i>LS</i> Time <i>222130</i> Checked By <i>W</i> </div>
ATTN: <u>ADODI-B</u> <i>IC-41435</i>					
/FROM: AFCIN-4E4g					
<p>REF SECRET MSG FR 26 NORAD DIVISION TO EASTERN NORAD REGION, DTD <i>JUNE</i> 5 MAY 59, CITE 000 4-188. DUE TO THE LIMITED DATA AVAILABLE AND THE ABSENCE OF MATERIAL EVIDENCE, SUCH AS SCOPE PHOTOS, THE ANALYSIS BY THIS HQS WAS NECESSARILY LIMITED. THE CONCLUSIONS REACHED ARE AS FOLLOWS: I. THE FOURTEEN UNIDENTIFIED TRACKS REFERRED TO IN THE REPORT SHOW ALL INDICATIONS OF BEING FALSE TARGETS. II. THE FACT THAT NO SCRAMBLED A/C CONTACTED ANY TARGET CAN BE TAKEN AS ASSURANCE THAT THE TARGETS WERE PROBABLY FALSE. III. THE FACT THAT SEVERAL RADARS PICKED UP THE SAME "TARGET" IS NO ASSURANCE THAT THE TARGETS WERE REAL. IV. WHILE THE REPORT STATES THAT DUCTING WAS NOT POSSIBLE, THE FACT REMAINS THAT</p>					
Page <u>1</u> of <u>2</u> Pages Cy <u>1</u> of <u>4</u> Cys					
SYMBOL		TYPED NAME AND TITLE (Signature, if signed)		SIGNATURE	
AFCIN-4E4g		<i>Robert J. Friend</i> MAJ ROBERT J. FRIEND		<i>L. J. Harrell</i>	
PHONE		PAGE NR.		TYPED (or stamped) NAME AND TITLE	
69216		1		LOUIS J. HARRELL	
SECURITY CLASSIFICATION		NR. OF PAGES		CAPTAIN, USAF	
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UNCLASSIFIED					

JOINT MESSAGEFORM - C CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM:

ATIC, W-P AFB, OHIO

MANY RADARS DO SHOW UNEXPLAINED RETURNS WHICH MUST BE DUE TO SOME TYPE OF PECULIAR TRANSMISSION CHARACTERISTICS.

COORDINATION:

AFCIN-4E4

Col Rethman

DATE

19 June 59

AFCIN-4E

Mr. Post

DATE

6/19/59

DOWNGRADED AT 8 YEAR INTERVALS:
DECLASSIFIED

Page 2 of 2 Pages

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SYMBOL

AFCIN-4E48

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SECURITY CLASSIFICATION

INITIALS

DD FORM 173-1
MAY 58

U. S. GOVERNMENT PRINTING OFFICE: 1955-0-201134

UNCLASSIFIED
UFO ANALYSIS SHEET

25

Location Pease Air Force Base, N. H. Boston ADF

Date 3 May 1959 Hour (Z) 0023Z-0046Z

WX Scattered clouds between 8 and 10 thousand ft.

Description Five tracks appeared on radar, speeds were 200-400 knots, altitudes from 7-18 thousand ft with majority around 10 thousand ft. immediately thereafter within 60 mi E of Boston, more tracks appeared. A total of 18 tracks were involved. Highest altitude 36,000 ft. Some targets approached the coast, then reversed course and headed outbound. Other targets approached coast, faded and were extrapolated inland.

Direction of Motion Varied

Satellite: (AFCIN-4F3, Phone 69219) _____

Astronomical Phenomena (Meteor, Comet, Planet, etc) _____

Radar Analysis (AFCIN-4E1) _____

Natural Phenomena (Ball Lightning, etc) _____

Aircraft, Balloons, Airships, etc. _____

Other _____

Evaluation of Source Reliability _____

Analysis and Conclusions: The fourteen unidentified tracks referred to in report show all indications of being false targets. While the report states that ducting was not possible, the fact remains that many radars do show unexplained returns which must be due to some type of peculiar transmission characteristics.

Classification Cancelled